

CLASSIFICATION <u>SECRET</u>		- U.S. OFFICIAL	
COUNTRY <u>East Germany</u>	REPORT		
TOPIC <u>Tutow Airfield</u>			
EVALUATION	PLACE OBTAINED		25X1
DATE OF CONTENT			25X1
DATE OBTAINED	DATE PREPARED	<u>21 September 1954</u>	25X1
REFERENCES			
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE)		
REMARKS <u>This is UNEVALUATED</u>			

1. the following numbers of workers
were employed at Tutow airfield:

25X1

31 May 1954	484
14 June 1954	465
10 July 1954	527
31 July 1954	537

25X1

2. In late May, concreting work at the field had not yet started although the runway and the taxiways were scheduled for completion in late 1954. In early June, concreting work was under way and by mid-July, the runway had been completed. At that time leveling work was done on the taxiways at both ends of the runway. Gravel was dumped for the bottom-ballasting. About 400 cubic meters of concrete were used for the runway per day. The concrete was hauled by tipping cars. ¹
3. Bauunion Waren was sub-contracted by VEB Ing. Tiefbau Brandenburg for elevated constructions at the field including the flight control station with tower, the fuel installation, the accumulator station, and the oxygen station, work on which was under way in mid-July. Sketches for the extension of the spur track were being drafted at the VEB Ing. Tiefbau Brandenburg. The project concerned a track to be constructed at a length of about 300 meters parallel to the existing spur track about in the curve north of the Tutow railroad station. It was not determined whether the new track was to serve the fuel dump. ²
4. The starting of concreting work in June was delayed because the VEB Ing. Tiefbau Brandenburg did not agree completely with calculations drawn up by the Bauunion Wismar, which had been approved by the Soviet construction headquarters at Werder. The calculations were examined at the Soviet construction headquarters at Werder by Lieutenant Colonel Penichni (phonetic spelling) (fnu) and officer Kusnetsov (phonetic spelling) (fnu). Lieutenant Colonel Straltsov (phonetic spelling) (fnu) and Major Oleynik (phonetic spelling) (fnu) previously in charge of these matters had allegedly returned to the USSR. ³

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25X1

5. It was rumored that construction supervisor Patzke (fnu) at Tutow was to be replaced by a former construction supervisor at Halle who was recommended by chief construction supervisor Schlueter (fnu). One Ney (fnu) was supervisor for elevated constructions at Tutow and at the same time for Vietmannsdorf. [REDACTED]

25X1

25X1

6. It was rumored at the VEB Ing.Tiefbau Brandenburg, that on or about 10 August, two Soviet jet aircraft had made crash-landings at Tutow airfield after having become lost. 4

7. On 28 June, intensive construction work was under way at the field. There were rumors that residents of a street in the settlement within the airfield area had received order to vacate their houses.

1. [REDACTED] Comment. The runway which has a length of 2,200 meters at Tutow airfield is now completed. Although construction work at the field was scheduled to be completed by the end of 1954, it is believed that it will not be completed prior to the spring of 1955.

25X1

2. [REDACTED] Comment. The construction of the flight control station is reported for the first time.

25X1

3. [REDACTED] Comment. Lieutenant Colonel Penichni or Pshinichni and Lieutenant Colonel Kusnetsov were previously reported as belonging to the construction headquarters at Werder. The transfer of Major Oleynik to the USSR was reported previously while that of Lieutenant Colonel Streltsov is reported for the first time.

25X1

4. [REDACTED] Comment. The forced landings are reported for the first time.

25X1

25X1

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